

Established February, 1846.

VOL. XLIV. No. 8039.

號八月十年八十八百八千英

HONGKONG, MONDAY, OCTOBER 8, 1888.

日四初月九年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—ANDRE PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS generally.—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.—SAVILE & Co., Square, Singapore. O. HEINZEN & Co., Manila.

CHINA.—MACAU, F. A. DE CRUZ, Macau, Quilon, &c. AMERY, N. MOALLE, Macau, HENRY & CO., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

BANKS.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION.
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754
HONGKONG & SHANGHAI BANKING
CORPORATION.

PAIN-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,000,000
RESERVE LIABILITY OF PRO. \$7,500,000
PROPRIETORS, \$7,500,000

COUNCIL OF DIRECTORS.
Chairman—HON. JOHN BELL-LEWIS.
Deputy Chairman—W. H. FOWLER, Esq.
C. D. BOTTOMLEY, S. C. MICHAELSEN,
Esq.
W. G. BODIE, Esq.
H. L. DALMIPPLE, Esq.
J. S. MOSES, Esq.
N. A. SIEF, Esq.
E. A. SOLOMON, Esq.
Hon. B. LATTON.

Chief Manager.
Hongkong,.....THOMAS JACKSON, Esq.
Manager.
Shanghai,.....EVERY CAMPION, Esq.
London Bankers—London and County
Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate
of 2 per cent. per annum on the daily
balance.

ON Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities,
and every description of Banking and
Exchange business transacted.

Drafts granted on London, and the
chief Commercial places in Europe, India,
Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 4, 1888. 763

Intimations.

SHANGHAI, 21st Sept., 1888.

FROM the First November next, the
SHANGHAI BUTCHERY will be
prepared to SUPPLY BRAIN, LARD in
Bladder, Fresh and Pickled ENGLISH
PORK SAUSAGES, &c.

Also,
BEEF in Joint, and Corned, Black
PUDDINGS, PORK and GAMES PIES.

1654 S. R. GALE.

NOTICE.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are
respectfully informed that if upon
their arrival in this Harbour, NONE of
the Company's FOREMEN should be at
hand, Orders for REPAIRS, if sent to the
HEAD OFFICE, No. 14, Praya Central, will
receive prompt attention.

In the Event of Complaints being found
necessary, Communication with the Under-
signed is requested, when immediate steps
will be taken to rectify the cause of dis-
satisfaction.

D. GILLIES,
Secretary.

Hongkong, August 23, 1888. 1458

Intimations.

Business Notices.

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.
The Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.

Hongkong, July 26, 1872. 496

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1887. 1340

To-day's Advertisements.



GOVERNMENT NOTIFICATION.

INFORMATION has been Received from the MILITARY ATTACHÉ that TARGET PRACTICE will take place from STEW CUTTER'S ISLAND BATTERIES on TUESDAY, the 9th Instant, from 4 to 6 p.m.

The direction of the Fire will be nearly due West from Stone Cutter's Island West Battery.

All JUNKS and other VESSELS are required to keep clear of the Range.

By Command,

FREDERICK STEWART, Colonial Secretary.

COLONIAL SECRETARY'S OFFICE, Hongkong, 6th October, 1888. 1684

NOTICE.

LA VIE DES VŒUX will in future be held AT HOME on MONDAYS, at Government House, instead of SATURDAYS, at Mountain Lodge, from 4 to 6 p.m.

Hongkong, October 8, 1888. 1691

NOTICE.

THE R. A. MESS HOUSE, College Gardens, will be CLOSED for REPAIRS during a period of about Six Weeks. It is requested that all Letters, Parcels, &c., be sent to VICTORIA HOTEL.

Hongkong, October 8, 1888. 1686

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Seventh Ordinary General MEETING OF SHAREHOLDERS will be held at the OFFICE of the Undersigned at 12 o'clock (noon) on SATURDAY, the 27th October instant.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 27th instant, both days inclusive.

JARDINE, MATHESON & CO., General Agents, CANTON INSURANCE OFFICE, LIMITED.

Hongkong, October 8, 1888. 1692

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's S.S. *Kaison*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned, before Noon on the 13th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 o'clock To-day.

Bills of Lading will be countersigned by ARNHELD, KARBERG & CO., Agents.

Hongkong, October 8, 1888. 1692

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingsung*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 14th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortfalls not later than the 20th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, October 8, 1888. 1685

FOR YOKOHAMA AND HIOGO.

The Steamship *Lydia*.

Capt. G. PETERSEN, will be despatched for the above Ports on WEDNESDAY, the 10th instant, at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to

SIEGMESSEN & CO., Agents.

Hongkong, October 8, 1888. 1682

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOU, NEW-CHIANG, TIENTSIN, HANKOW and Ports on the YANGTSE.)

The Co.'s Steamship *Nestor*.

Capt. THOMPSON, will be despatched as above on

WEDNESDAY, the 10th instant, at Day-light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE Agents.

Hongkong, October 8, 1888. 1651

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR BANGKOK (DIRECT).

The Company's Steamer *Kong Leng*.

Capt. R. J. JONES, will be despatched for the above Port on WEDNESDAY, the 10th instant, at Noon.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, October 8, 1888. 1653

THE GIRL LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE VIA FOOCHOW.

(Calling at QUEENSLAND PORTS, and taking through cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

The British Steamship *Tartar*.

Capt. A. J. BAILEY, will be despatched as above on

WEDNESDAY, the 10th instant, at 4 p.m.

Attention is directed to this Steamer's comfortable Saloon and State Rooms, affording excellent accommodation for First-class Passengers.

Fare to SYDNEY, \$150.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Managers.

Hongkong, October 8, 1888. 1657

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE, via SINGAPORE AND JAVA.

(Taking through cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

The British Steamer *Ghazee*.

Capt. A. J. BAILEY, will be despatched as above on

WEDNESDAY, the 10th instant, at 4 p.m.

Attention is directed to this Steamer's comfortable Saloon and State Rooms, affording excellent accommodation for First-class Passengers.

Fare to Sydney or Melbourne, \$150.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Managers.

Hongkong, October 8, 1888. 1658

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haitan*.

Capt. A. J. ASHTON, will be despatched for the above Ports on FRIDAY, the 12th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, October 8, 1888. 1690

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Hongkong, October 8, 1888. 1692

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No Fire Insurance has been effected.

Consignees are also requested to present all Claims for damages and/or shortfalls not later than the 20th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

ARNHELD, KARBERG & CO., Agents.

Hongkong, October 8, 1888. 1692

SHIPPING.

ARRIVALS.

October 7, 1888.—

Kwangtung, British steamer, from Whampoa.

Carrier Dore, British barque, 1,026, A. Forsyth, Kobe September 16, General—

CAPTAIN.

Fukien, British steamer, 509, J. Lewis, Tamari October 4, and Amoy 6, General—

DOUGLAS STEAMSHIP CO.

Nestor, British steamer, 1,203, J. S. Thompson, London via Peiping, and Singapoer October 1, General.—BUTTERFIELD & SWIRE.

Actis, Danish steamer, 355, N. C. Revell, Pakhoi and Hoitow October 6, General.—ANGUILLI, KABERG & CO.

Diamante, British steamer, 514, Cobban, Manila October 5, General.—RUSSELL & CO.

Wingsung, British steamer, 1,517, A. de St. Croix, Calcutta September 21, General—

JARDINE, MATHESON & CO.

Thymus, German steamer, 674, P. Moon, Madras October 3, Sugar—Witzel & Co.

October 8.—

Chow-chow-foo, German steamer, from Whampoa.

Aurora, German steamer, 400, John Samuel, Amoy October 7, General—WIELER & CO.

Viscaya, Spanish steamer, 406, D. Juan Aribit, Amoy October 4, General—Barbadoes.

October 8.—

Fukien, British steamer, 509, J. Lewis, Tamari October 4, and Amoy 6, General—

DOUGLAS STEAMSHIP CO.

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Actis, Danish steamer, 355, N. C. Revell, Pakhoi and Hoitow October 6, General.—ANGUILLI, KABERG & CO.

Diamante, British steamer, 514, Cobban, Manila October 5, General.—RUSSELL & CO.

Wingsung, British steamer, 1,517, A. de St. Croix, Calcutta September 21, General—

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Fukien, British steamer, 509, J. Lewis, Tamari October 4, and Amoy 6, General—

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Act

both by assay and practical test it is proved to be far below the most modest computations, formerly given you of its value. Assaying only 2 cts., it returns only a half of a pennyweight by amalgamation, whilst rather more than another half pennyweight per ton is saved in the concentrates, which however have not yet all been collected. Of the richer sample the figures are not yet to hand, but I expect at least to get several pennyweights to the ton as the 30 tons of ore treated assay 8 dwt., and the quartz was considerably mixed with barren rock. This sample was mixed by the Chinese tributaries and first washed by them in their ground sluices, from which they are now cleaning up. The hard rock thrown out of the sluice, amounting to nearly 30 tons, was melted by 4 head of stamps in 6 days of 11 hrs. From the amalgam I hope to get 2 or 3 dwt. per ton, and at least an equal amount in the aridical concentrates, which when totalled with the Chinese returns will not be unsatisfactory, especially as the work was managed by the tributaries on very advantageous terms for us.

The Chairman.—The Chinese take the few gold and we get a share of it, a portion of which in a small nugget here to begin with (about a nugget of gold). Our object will now be to get samples of still better quartz by carefully following and selecting the veins which are known to be richest, and whilst we are doing this it will be advisable to keep the mill shut down for a few weeks. The development in the open cast mines can proceed but slowly in the absence of all deep-mining machinery. We shall have to move the little 4-in. centrifugal to pump a few feet deeper, and depend on a 2-in. squirt-like tap to drain the deep incline in the cross hole. Though with such appliances and the absence of any development underground we cannot expect to keep the mill constantly supplied, I still hope to accomplish within the next two months my allotted task of proving the mine to contain, and the mill to be able to treat, such ore as will warrant extended exploration and deep mining. In compliance with your request I shall shortly arrange to pay a visit to Sungie Dua, where Mr. Scaife has I believe turned out and smelted some quantity of tin, and though I am presently uninformed by him I hope soon to put you in possession of all matters relating to this late experiment in stream tin mining. I may mention that I have lately prospected some spots presently unworked but in the immediate vicinity of these mines, where both alluvial and quartz are auriferous and of promising appearance. Though loathe to incur further outside expenditure I am of opinion that it would be worth while to do something towards examining and testing these places, as in the event of Punjung becoming the confirmed success which promises to be, they would be readily taken up on lease or purchase by other parties, whilst in the meantime they may prove sources of profitable work at any time to ourselves.

We have got a Harencan task to work one tenth.

I think Becher's suggestion is very sensible.

If it is to be the success that it seems to think the sooner he gets men the better. We have hesitated and even now we hesitate to launch in this in any other direction until we are more convinced as to the immediate financial future.

Mr. Becher continues.—It is also a policy which I cannot too strongly urge for all mines to be constantly allowing a certain proportion of expenditure to exploration, so that in the failure of known sources of supply other and new ones may in all probability be discovered.

Our first small bar of bullion went forward a few days ago, to be followed I trust by many more of greater weight.

All the concentrates which we can collect shall be sent out of the country before the post closes.

Hoping to give you more conclusive reports of better returns shortly, I remain gentle- men &c.

The Chairman (continuing).—This is not altogether so conclusive as we had wished for, but I think the gentleman present will admit that we have a business man representing us down there. This latter allows him an intimate and intelligent knowledge of his work and that he is to be trusted (Applause). Some of us have had some experience of him for a good many years, and we have never had occasion to doubt his trustworthiness, and that is two-thirds of the battle. If I really did not think of much of him as I did in that respect I would almost hesitate to advise the extension of the work and the outlay of any other capital. As it is I should scarcely think there is much fear about it. However I am only indicating the necessity of fresh capital. In the meantime it is not our purpose to propose it. Notice has been given of this. If fresh capital is required and has to be raised it will have to be done at a meeting called for the purpose. You know all we know about the whole business, you must just come to your own conclusions. Before passing the accounts, I should be glad to answer any questions.

Mr. Coughtrie.—I suppose you have written to reassure the manager about this that it will be at his disposal for the next four months.

The Chairman.—Oh yes, we have got the money in hand to go on with for the next six months as we are going on now, in full operation. Of course it would not be judicious for the Company to go on till the last red cent was gone, and hence we should have to give notices now to bring things to a stand-still in a reasonable and saving manner. You see it will be two or three weeks before we get word of what Mr. Becher's latest assay will be, and as we expect it will be a conclusive report I think it would be better if we wait for this before coming to a definite conclusion. You see if we get fresh capital we should do so under the most encouraging circumstances it is possible to do the about, and if we wait for Mr. Becher's assay it gives us more confidence it will profit the Company very considerably and it might help us to get the capital on the most advantageous terms.

Mr. Rycie.—Perhaps I misunderstood you, Mr. Chairman, but did you say he had not paid for machinery?

The Chairman.—He has got pumping machinery.

Mr. Rycie.—How is it that there is such a large sum required to be spent on it?

Mr. Leigh.—I should say it must be a very small amount to send down a pump that would give him a fifty feet lift instead of a thirty feet lift.

Mr. Leigh.—But he requires steam power for the present pump.

The Chairman.—Only a very small boiler. It is a six-horse boiler, and you will never work such a pump as he wants, or as we do. We directors here of course are not the moment these things are required, we have got to wait till we are asked. It was indicated six months ago that if we wanted to work deep we would require to get a good heavy pump of six or eight inches diameter.

Mr. Leigh.—How about the water wheel, is it doing nothing now?

The Chairman.—Yes, and I am afraid it will remain doing nothing. Mr. Stewart ordered it on his own responsibility without any reference to us at all and he did not

even take the trouble to measure the height of his workings for it. Of course if we had ordered this pumping machinery we should have had it now. It is required but it would require also to be paid for.

Mr. Legge.—You have got \$3,000 lots, I think, and the expense is up to six thousand a month. I think we had better run six months without the pump and see what comes of it. We heard nothing about the pump before. I think you mentioned the subject of fresh capital, but in the meantime future what are you going to do?

The Chairman.—Yes, but in the mean- time he suggests the purchase of this pump. There is no necessity for immediate capital.

Mr. Legge.—What is to be done with the six thousand a month?

The Chairman.—Well, it is costing six thousand a month now.

Mr. Legge.—Is it not us going on without that pump?

The Chairman.—I dare say it is, but it is probably a good deal of waste taking poor stuff until he has got down deeper. You see what the man says as plainly as I do.

Mr. Coughtrie.—It seems to me the money will now be to get samples of still better quartz by carefully following and selecting the veins which are known to be richest, and whilst we are doing this it will be advisable to keep the mill shut down for a few weeks. The development in the open cast mines can proceed but slowly in the absence of all deep-mining machinery. We shall have to move the little 4-in. centrifugal to pump a few feet deeper, and depend on a 2-in. squirt-like tap to drain the deep incline in the cross hole. Though with such appliances and the absence of any development underground we cannot expect to keep the mill constantly supplied, I still hope to accomplish within the next two months my allotted task of proving the mine to contain, and the mill to be able to treat, such ore as will warrant extended exploration and deep mining. In compliance with your request I shall shortly arrange to pay a visit to Sungie Dua, where Mr. Scaife has I believe turned out and smelted some quantity of tin, and though I am presently uninformed by him I hope soon to put you in possession of all matters relating to this late experiment in stream tin mining. I may mention that I have lately prospected some spots presently unworked but in the immediate vicinity of these mines, where both alluvial and quartz are auriferous and of promising appearance. Though loathe to incur further outside expenditure I am of opinion that it would be worth while to do something towards examining and testing these places, as in the event of Punjung becoming the confirmed success which promises to be, they would be readily taken up on lease or purchase by other parties, whilst in the meantime they may prove sources of profitable work at any time to ourselves.

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The Chairman.—I dare say it is, but it is probably a good deal of waste taking poor stuff until he has got down deeper. You see what the man says as plainly as I do.

Mr. Coughtrie.—It seems to me the money will now be to get samples of still better quartz by carefully following and selecting the veins which are known to be richest, and whilst we are doing this it will be advisable to keep the mill shut down for a few weeks. The development in the open cast mines can proceed but slowly in the absence of all deep-mining machinery. We shall have to move the little 4-in. centrifugal to pump a few feet deeper, and depend on a 2-in. squirt-like tap to drain the deep incline in the cross hole. Though with such appliances and the absence of any development underground we cannot expect to keep the mill constantly supplied, I still hope to accomplish within the next two months my allotted task of proving the mine to contain, and the mill to be able to treat, such ore as will warrant extended exploration and deep mining. In compliance with your request I shall shortly arrange to pay a visit to Sungie Dua, where Mr. Scaife has I believe turned out and smelted some quantity of tin, and though I am presently uninformed by him I hope soon to put you in possession of all matters relating to this late experiment in stream tin mining. I may mention that I have lately prospected some spots presently unworked but in the immediate vicinity of these mines, where both alluvial and quartz are auriferous and of promising appearance. Though loathe to incur further outside expenditure I am of opinion that it would be worth while to do something towards examining and testing these places, as in the event of Punjung becoming the confirmed success which promises to be, they would be readily taken up on lease or purchase by other parties, whilst in the meantime they may prove sources of profitable work at any time to ourselves.

We have got a Harencan task to work one tenth.

I think Becher's suggestion is very sensible.

If it is to be the success that it seems to think the sooner he gets men the better. We have hesitated and even now we hesitate to launch in this in any other direction until we are more convinced as to the immediate financial future.

Mr. Coughtrie continues.—It is also a policy which I cannot too strongly urge for all mines to be constantly allowing a certain proportion of expenditure to exploration, so that in the failure of known sources of supply other and new ones may in all probability be discovered.

Our first small bar of bullion went forward a few days ago, to be followed I trust by many more of greater weight.

All the concentrates which we can collect shall be sent out of the country before the post closes.

Hoping to give you more conclusive reports of better returns shortly, I remain gentle- men &c.

The Chairman (continuing).—This is not altogether so conclusive as we had wished for, but I think the gentleman present will admit that we have a business man representing us down there. This latter allows him an intimate and intelligent knowledge of his work and that he is to be trusted (Applause). Some of us have had some experience of him for a good many years, and we have never had occasion to doubt his trustworthiness, and that is two-thirds of the battle. If I really did not think of much of him as I did in that respect I would almost hesitate to advise the extension of the work and the outlay of any other capital. As it is I should scarcely think there is much fear about it. However I am only indicating the necessity of fresh capital. In the meantime it is not our purpose to propose it. Notice has been given of this. If fresh capital is required and has to be raised it will have to be done at a meeting called for the purpose. You know all we know about the whole business, you must just come to your own conclusions. Before passing the accounts, I should be glad to answer any questions.

Mr. Coughtrie.—I suppose you have written to reassure the manager about this that it will be at his disposal for the next four months.

The Chairman.—Oh yes, we have got the money in hand to go on with for the next six months as we are going on now, in full operation. Of course it would not be judicious for the Company to go on till the last red cent was gone, and hence we should have to give notices now to bring things to a stand-still in a reasonable and saving manner. You see it will be two or three weeks before we get word of what Mr. Becher's latest assay will be, and as we expect it will be a conclusive report I think it would be better if we wait for this before coming to a definite conclusion. You see if we get fresh capital we should do so under the most encouraging circumstances it is possible to do the about, and if we wait for Mr. Becher's assay it gives us more confidence it will profit the Company very considerably and it might help us to get the capital on the most advantageous terms.

Mr. Rycie.—Perhaps I misunderstood you, Mr. Chairman, but did you say he had not paid for machinery?

The Chairman.—He has got pumping machinery.

Mr. Rycie.—How is it that there is such a large sum required to be spent on it?

Mr. Leigh.—I should say it must be a very small amount to send down a pump that would give him a fifty feet lift instead of a thirty feet lift.

Mr. Leigh.—But he requires steam power for the present pump.

The Chairman.—Only a very small boiler. It is a six-horse boiler, and you will never work such a pump as he wants, or as we do. We directors here of course are not the moment these things are required, we have got to wait till we are asked. It was indicated six months ago that if we wanted to work deep we would require to get a good heavy pump of six or eight inches diameter.

Mr. Leigh.—How about the water wheel, is it doing nothing now?

The Chairman.—Yes, and I am afraid it will remain doing nothing. Mr. Stewart ordered it on his own responsibility without any reference to us at all and he did not

even take the trouble to measure the height of his workings for it. Of course if we had ordered this pumping machinery we should have had it now. It is required but it would require also to be paid for.

Mr. Legge.—You have got \$3,000 lots, I think, and the expense is up to six thousand a month. I think we had better run six months without the pump and see what comes of it. We heard nothing about the pump before. I think you mentioned the subject of fresh capital, but in the meantime future what are you going to do?

The Chairman.—Yes, but in the mean- time he suggests the purchase of this pump. There is no necessity for immediate capital.

Mr. Legge.—What is to be done with the six thousand a month?

The Chairman.—Well, it is costing six thousand a month now.

Mr. Legge.—Is it not us going on without that pump?

The Chairman.—I dare say it is, but it is probably a good deal of waste taking poor stuff until he has got down deeper. You see what the man says as plainly as I do.

Mr. Coughtrie.—It seems to me the money will now be to get samples of still better quartz by carefully following and selecting the veins which are known to be richest, and whilst we are doing this it will be advisable to keep the mill shut down for a few weeks. The development in the open cast mines can proceed but slowly in the absence of all deep-mining machinery. We shall have to move the little 4-in. centrifugal to pump a few feet deeper, and depend on a 2-in. squirt-like tap to drain the deep incline in the cross hole. Though with such appliances and the absence of any development underground we cannot expect to keep the mill constantly supplied, I still hope to accomplish within the next two months my allotted task of proving the mine to contain, and the mill to be able to treat, such ore as will warrant extended exploration and deep mining. In compliance with your request I shall shortly arrange to pay a visit to Sungie Dua, where Mr. Scaife has I believe turned out and smelted some quantity of tin, and though I am presently uninformed by him I hope soon to put you in possession of all matters relating to this late experiment in stream tin mining. I may mention that I have lately prospected some spots presently unworked but in the immediate vicinity of these mines, where both alluvial and quartz are auriferous and of promising appearance. Though loathe to incur further outside expenditure I am of opinion that it would be worth while to do something towards examining

which rendered it desirable for the captain to get away as quickly as possible, where cases had been settled and fines paid, cases settled informally before a Commissioner of Customs, where it was quite impossible for that Court to judge what the circumstances were which enabled the Customs to practise squeezing and had urged the shippers to submit to it. He submitted that it was possible that in many of these cases it had been more convenient for the captain to submit to some small fine rather than to take the trouble to test the matter, delaying his ship while he was fighting it out. These cases referred to were practically worthless for any legal purpose in that trial, and he would put very respectfully but clearly to the Court what the character of this prosecution was, what the grounds upon which it had been undertaken, and what the end was which the Customs were seeking to obtain. They had not proceeded upon a typical case of smuggling. They had not proceeded upon a case of substantial misrepresentation from which the Chinese Government or Customs had suffered any substantial or material injury. They came in that Court because they wanted to obtain a legal decision by a competent Court in criminal jurisdiction, which would place upon the Articles of that Treaty a construction which it was never intended they should carry. In this case the Article defining the offence with which the defendant was charged did not warrant any such construction as that which Mr. Spinney had apparently advised the Customs they might endeavour to enforce in that Court. He would now propose to deal with the two acts, the omission to put the dried fish on the manifest and the placing of fruit there, which was not among the cargo, with which the prosecution had endeavoured to bolster up the opium case. These two acts must be dealt with separately from the opium. He could not help submitting an illustration of what looked almost like a want of fairness, a want of *bona fides* on the part of the prosecution, that had chosen to mix up two such very different cases as these two. He agreed with Mr. Spinney that for the purpose of this decision, one of the most important questions was, and he was now dealing entirely with the opium question, what is cargo? He took cargo to mean what cargo means in the understanding not only of shippers, because the provisions of this Treaty were in the right, and interest of all persons and all classes, but in the meaning that nine persons out of ten would attach to the word. He took his stand upon the meaning of the word as it was popularly understood, that which is shipped from one port to another in the ordinary course, that which a merchant ship receives and which pays freight. He excluded from that definition a great many things which were yet carried on board. There would be ship's stores, which he did not suppose it was intended were carried as cargo. Then again there was passengers' baggage, which he approached must not be included in cargo. Therefore there might be many things on board ship which were not cargo and could not be included in the definition of cargo as popularly used. But a far more important question here was the meaning of the word "manifest." He could give no absolutely legal definition of the word. He could only refer to a well-known law dictionary's definition and the popular definition of the word. The following was the definition given in Wharton's Law Lexicon:—In commercial navigation, a document signed by the master, containing the name or names of the places where the goods on board have been laden, and the places for which they are respectively destined, the name and tonnage of the vessel, the name of the master, and the name of the place to which the vessel belongs; a particular account and description of all the packages on board, with the marks and numbers thereon, the goods contained in such packages, the names of the respective shippers and consignees, as far as such particulars are known to the master. Now there had been several Customs Acts, but in earlier and later editions the Customs Consolidation Act of 1876, in certain sections which had been referred to, from 50 to 54, dealt with the master as nearly as possible identically with the word it was dealt with by Article 37 of the Tientsin Treaty. It provided that the master should make a report within twenty-four hours after his arrival in port. It provided that failure to do so would subject him to a penalty of £100. It provided that the master, if he made a false return, was liable to forfeit £100. The principal part to which he now referred was that which defined what the master was to do when he reported, and he would say that the scope of the construction of that was precisely the same as that which could be given to Article 37 of the Treaty. In the Treaty what the master had to give in his report was a full and true account of the particulars of cargo on board. If the treaty with Korea were referred to it would be found that the words were almost identical. The same would be found on referring to the provisions of the Treaty with Japan. The construction to put on these words in all the cases was, he submitted, that when a shipmaster arrived in port he should do certain things in a certain way to facilitate the action of the Customs in doing what it was their duty to do, but which was not the duty of the British trader to do in China. It was not contended that the master or the crew should take upon themselves to complete a scientific search such as might be expected from the officers of the Customs. That was not what might be presumed to be the intention of the authorities when they were making a treaty for facilitating the suppression of smuggling. That was not a fair construction of the Treaty having regard to what the parties had in view. He would venture to point out that, in dealing with this question of construction, whatever might be the meaning of the Treaty, whatever might be the construction which should be put upon it as between the English and Chinese powers, that Court in that action was bound to look upon the terms of the Article of the Treaty which defined as it were a definition contained in an Act of Parliament. That Court must regard itself from one point of view as a Court exercising criminal jurisdiction. They did not ask for any consideration from the Customs. The defence stood strictly upon their rights, and asked for nothing more than a legal definition of the offence of which they were charged as that contained in the Act of Parliament. He submitted that the words "false declaration" must be taken in the sense in which false declaration is understood in other legal documents. It was necessary to show a guilty knowledge on the part of the person making the declaration. It was not sufficient to show that the declaration was false, it must be shown that there was a guilty knowledge. He would refer the Court to a case reported in "Cox's Criminal Cases," page 281, the case of *Re v. Wilson*. This was a case under an old statute of William III, which imposed a penalty on persons who were found in possession of naval stores or those marked with a broad arrow. It was the contention of the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco, that the Customs were seeking to obtain a decision in their favour so that they might hold it in reserve for purpose of their own at a future date. He submitted that the defendant was entitled to be discharged.

The Counsel said he thought it would be more satisfactory if he gave his case in writing, and he would do so on Monday. There was a similar case reported in "Cox's Criminal Cases," page 41, *Re v. Cohen*. This was a case under the same statute and under the same section, the being in possession of naval stores, marked with a broad arrow. It was held necessary to show that the defendant knew they were so marked. The next case was at page 471 of the same report. This was an offence under the same statute, and the decision was the same. These cases closely resembled in some respects the question they had before them. Another case to which he would refer the Court was that of *Heurn v. Gordon*, 2 Law Journal, Magistrates' cases, p. 210. This was the case of a person charged with sending dangerous goods by railway. The Act of Parliament provided that any person sending or who caused to be sent by railway any aqua fortis or dangerous goods without distinctly marking such goods on the outside and giving proper notice of the same, was liable to a fine of £20. It was held that a guilty knowledge was necessary before the Act would be permitted. This was not a matter in which the Chinese Customs could have made any arrangement. They had come into that Court because they wanted to obtain a legal decision by a competent Court in criminal jurisdiction, which would place upon the Articles of that Treaty a construction which it was never intended they should carry.

Mails.



STEAM FOR

SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;
ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—*Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, TRIESTE, HAMBURG, NEW YORK AND BOSTON.*

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship BOKHARA, Captain S. Bason, with Her Majesty's Mails, will be despatched from this port to BOMBAY, on WEDNESDAY, 10th October, at Noon.

Cargo will be received on board until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be shipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than the direct route via Colombo.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 28, 1888. 1617.

Occidental & Oriental Steam Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship ALBANY, 2,276 Tons Register, PORTER, Commander, will be despatched for VANCOUVER, B.C., via BOKHARA and YOKOHAMA, on THURSDAY, the 25th Instant, at 3 p.m.

To be followed by the S.S. BATAVIA, on the 15th November, and S.S. PAR-THIA, on the 13th December.

Connection will be made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcels Packages should be marked to address in full; and same will be received at the Company's Office, until 6 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco and return, £200.00 available for 6 months.

To Liverpool 325.00

To London 380.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, September 27, 1888. 1610

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID,

BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANTE, BLACK SEA & BALIK PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—*Cargo can be taken on through Bills of Lading for the principal places in ROME.*

ON SUNDAY, the 28th day of October, 1888, 10 a.m., at the Company's Steamship NEUCARL, Capt. H. SUYARI with MAIIS, PASSENGERS, SPECE and CARGO will leave this port above, calling at GENOA.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 27th October a.m. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office.)

Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, October 1, 1888. 1637

NOT Responsible for Debts.

Neither the Captain, the Agents, nor

Owners will be Responsible for any

Debt contracted by the Officers or

Crew of the following Vessels, during

their stay in Hongkong Harbour:—

AMPHITRITE, Austro-Hung. str., Capt. L. Lemesich.—O. Bachrach.

DRON, Norwegian barque, Captain J. A. Petersen.—Order.

HIS CROWN, British barque, Capt. T. C. Thomson.—Kong Cheong Tai.

HEVER, German steamer, Capt. Detlef Siemsen & Co.

MORROW, British ship, Captain Theo. Corning.—Siemsen & Co.

NARCISSUS, British ship, Captain Levitt.—Order.

C. D. HARMAN, Agent.

Hongkong, October 6, 1888. 1673

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Mails.

NOTICE.

**COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.**

STEAM FOR SINGAPORE, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO,

MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—*Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, TRIESTE, HAMBURG, NEW YORK AND BOSTON.*

SPECIE ONLY LANDED AT PLYMOUTH.

ON WEDNESDAY, the 17th October, at Noon, the Company's Steamship AYVA, Commandant DE FANCON, with MAIIS, PASSENGERS, SPECE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until 4 p.m.

Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be shipped at Colombo; but Tea and General Cargo at Bombay, arriving one week later than the direct route via Colombo.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 28, 1888. 1617.

Merchant Vessels in Hongkong Harbour.

Exclusive of late arrivals and departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

Green Island; Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the

Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pedder's Wharf.
6. From Pedder's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. From Kowloon Wharves to Jardine's Wharf.

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